

Design Build No. 4
Whitley County – I -75 Exit 11
Design Build Pre-proposal Meeting
Item No. 11-20
September 7th, 2006

A meeting was held on September 7th, 2006 at 10:00 AM in the District 11 Conference Room on the I-75 Exit 11 Interchange Reconstruction. Attendees were:

Robert Farley	KYTC, Central Office Design
Michael Jones	Vaughn and Melton
Clint Goodin	Vaughn and Melton
Joel Holcomb	KYTC, D-11, PreConstruction Engineer
Amos Hubbard Jr.	Kay and Kay Construction
Arthur L. McKee Jr.	KYTC, D-11, O.B.O.D
Kenyari Moore	KYTC, D-11, O.B.O.D
Dean Croft	KYTC, D-11, Environmental
Josh Callihan	KYTC, D-11, Construction
Phillip Howard	KYTC, D-11, Construction
David Lindeman	Palmer Engineering
Lindsey Briggs	Palmer Engineering
Gary Sharpe	Palmer Engineering
Karl Sawyer	Palmer Engineering
Brad Robson	Palmer Engineering
Lee A. Anderson	Elmo Greer and Sons
Jeremiah Littleton	KYTC, Central Office Construction
Joseph Van Zee	KYTC, Central Office Construction
Rob Martin	KYTC, Central Office Design
Michael Calebs	KYTC, D-11 Traffic
Michael Loyselle	FHWA / KY

This pre-proposal meeting was to generally discuss the items in the scoping document that was prepared and presented to both teams. Also, a packet of information was given to both Design Build teams that were identical in nature and included the following information:

Existing Microfilm printouts of existing plans
Printouts of current survey information and color digital ortho
A CD containing .dgn, .dtm and .fwd files

Bob Farley began the meeting by going over the scoping document sequentially and allowed for questions or clarification on all items whether specifically discussed or not.

Comments were as follows:

1. KYTC determines that the DBE goal of 7% was for the entire job and must be certified by the contractor.
2. KYTC confirms that Demobilization will be 3%.
3. KYTC requests good faith estimates for Right of Way and Utilities.
4. Hourly traffic counts were requested by both teams and provided at the end of the meeting to both teams.
5. KYTC clarifies that replacement of all cross drains is not absolute, that DBT can propose alternate solutions.
6. KYTC amends scoping document from “public involvement” to “public awareness”.

The following is a list of specific questions that were posed to the KYTC and the accompanying response:

Question 1) Due to the length of the project and design speeds, are the rideability specifications applicable.

Answer: After review of the issues, KYTC concurs. Rideability requirements for this project are waived.

Question 2) Is an “Advanced Situation Folder” necessary for this project since the interchange type has already been determined to be a Single-Point-Urban Interchange?

Answer: KYTC concurs. With minimal drainage review needed for the “dry structure” and that the type of interchange has already been established, no advance situation folder will be required.

Question 3) MOT seems very restrictive in regards to allowable times for lane closures on KY 92. Can this be addressed?

Answer: After additional review of the traffic counts, KYTC agrees to allow more time. Traffic may be restricted to a single lane, with the use of flagmen, between the hours of 7:00 pm to 7:00 am. Please see section 13.2

Question 4) No times have been designated for lane closures on I-75 in order for the placement and removal of temporary barrier wall for work on the piers. Please address this.

Answer: KYTC will allow traffic to be reduced to one lane on I-75 from 10:00 pm to 7:00 am for two nights for each direction in order to place temporary barrier wall and will allow traffic to be reduced to one lane on I-75 from 10:00 pm to 7:00 am for two nights for each direction in order to remove the temporary barrier wall. The MOT prepared by the DBT should clearly address when this work is to be scheduled as well as provide details on how the DBT intends to notify the public of these lane closure events.

Question 5) "Will there be a ramp overlay pavement design?"

Answer: KYTC expects the ramps to be relocated due to the proposed interchange design. If the existing pavement is to be retained and overlaid, 4 inches of PG 76-22 base and 1 1/2 inches of PG 76-22 surface shall be used.

Question 6) "What roll will ROW and Utility impacts and their related costs play in DBT selection?"

Answer: KYTC responds that consideration will be given to minimal ROW and Utility impact.